

Strom, Utah

Sept. 11, 1887

Dear Mr. Green:

We hope this information will be helpful to you.

We had hoped the Bureau of Reclamation would move the ground in July, but they were not ready to do so. All our families plan to be there when they let us know.

Harry and Lou Morris are also invited to me. The other my mother's sister. All of their land and home will also be covered from the waters of Jordanville.

Sincerely
Stephen W. Anderson



WILLIAM HENRY WALKER
Born March 14, 1836, near Dubuque, Iowa.
Came to Utah 1852, Capt. Jolley Company,
Seventh Missionary, Drum Major in Black
Hawk Indian War.

WALKER, WILLIAM HENRY (son of James Walker of Logan county, Ky., and Mary Coon of Miami Co., Ohio).
Born March 14, 1836, near Dubuque, Iowa. Came to Utah Sept. 9, 1852, Bryant Jolley company.
Married Lydia Ann Horn 1851, Fort Supply, Wyo. (daughter of Moses and Angeline Horn; former killed at Nauvoo, Ill., latter pioneer 1847). She was born July, 1835; came to Utah with mother. Their children: William Henry b. Nov. 22, 1858, m. Ella Woolstenholme; Nancy Angeline b. March 28, 1860, d. 1867; Mary Ellen b. March 30, 1862, m. Edward Dillon; James Moses b. April 17, 1864, m. Thelie Anderson Oct. 30, 1893; Dora b. March 19, 1866, m. Willard E. Snyder, d. Feb. 1907; Sydney b. June 21, 1868, m. Lydia Moore; Lydia Ann Viobate b. Nov. 5, 1870, m. William Graham Sept. 15, 1896; d. March 10, 1904; Josephine b. Sept. 4, 1872, d. July 14, 1879; Sarah b. Dec. 18, 1874, d. July 9, 1879; Rosa May b. Feb. 20, 1878, m. Harrison Sperry Nov. 1900.
Married Ada Louisa Phippen Aug. 1, 1870, Salt Lake City (daughter of Isaac Phippen and Ada Stewart—married Oct. 9, 1818, in Ohio, pioneers Oct. 3, 1852, Harmon Cutler company). She was born Sept. 2, 1842, Nauvoo, Ill.
Children: J. Morgan b. July 13, 1871, m. Syrena Giles June 5, 1894; Sina Eugene b. Jan. 29, 1874, d. Nov. 27, 1874; Murray Kimball b. Nov. 19, 1875, d. July 7, 1879; Ada Eugenie b. April 19, 1878, d. Feb. 18, 1882; Henereta Clare b. March 14, 1881, m. Heber H. Giles March 15, 1899; Victor Roy b. March 31, 1883, m. Alice Sweat Sept. 26, 1906. Families resided Heber, Utah.
Seventy missionary to Fort Supply 1856. Drum major in Black Hawk war; captain of 50 in Echo Canyon trouble. Assisted in bringing immigrants to Utah 1856.

Friday, April 15, 1988

Land acquisitions may slow Route A

By SONNI SCHWINN
Wasatch County Correspondent
HEBER CITY — The Utah Department of Transportation concerned that the right-of-way acquisitions for Route A may not be completed in time for construction to begin next summer.

Wasatch County Attorney Steve Hansen told the commission last week that he is optimistic about negotiations with the department to get help acquiring the properties. Route A will be the new

Kamas-to-Heber connection when the present road is closed for Jordanelle dam construction.

The county has objected to being assigned the responsibility of obtaining the land for the highway. Hansen said his responsibilities for the county are a full-time job and, since the Bureau of Reclamation acquired the right-of-ways for the Jordanelle Reservoir, some of which were from some of the same properties needed for Route A, it doesn't make sense

for the county to take over at this point.

He has said the Utah Department of Transportation has a staff that specializes in acquiring right-of-ways for highways, but the Bureau took that responsibility for both Route C and the relocation of U.S. 40.

Commissioner Larry Duke reported that he had discussed with Kirt Carpenter, chief of the Provo office of the Bureau of Reclamation, the possibility of the Bureau acquiring the

properties rather than insisting the county do it. "I said, 'We need some legal help. We've just got one county attorney and you've got a whole staff of people.' And he was quite positive," he said.

The county had hoped that some of the landowners would donate right of ways because the highway will enhance future developments in the area.

However, Mr. Hansen reported he was not optimistic that there would be any contributions, based on the responses so far. He said those who

might be considering letting their property go without charge were requesting rather extensive concessions from the county.

"Where they're getting access points and the road going through there, they'd better not hold too tough," Commissioner Pete Coleman said.

Commission Chairman Lorin Allred said he didn't think the property was worth more than \$250 an acre. "If they accept it, fine. If they don't, we'll move into rapid condemnation."

complete the \$2 billion project.

The meeting consisted of discussing the assumptions on which a financing plan will be based.

ICPA is composed of municipal utilities and rural electric associations that receive power from federal hydroelectric dams along the Colorado Basin.

Congressional opposition to costly irrigation projects has forced the parties to find an alternative means of financing the CUP's \$280 million irrigation features and a \$35 million fund to lessen the environmental impact of the project.

The Central Utah Water Conservancy District has proposed issuing bonds to finance the irrigation feature. The bonds would be guaranteed by power revenues from the Colorado River Storage Project which operates four hydroelectric dams.

Among the issues that must be resolved is what percentage of CRSP power revenues derived from other states will be allocated to an irrigation project in Utah. The parties also are negotiating on how to structure the financing.

The House Interior Committee passed a \$45.3 million stopgap bill Wednesday to continue construction on the CUP through the 1990 fiscal year.

Not 8 Percent

The USBR has supplied answers to many questions about the relocation of U.S. Highway 40. Some of these answers are:

U.S. 40 has a quarter-mile stretch at the south end that is a 6 percent grade. There is also a half-mile stretch at 5 percent grade on the south end with an additional mile and a half at 5 percent on the north end. The rest of the road is less than 5 percent. The maximum allowable grade for this particular free-way construction is 6 percent. While the difference between 6 and 8 percent sounds minor, it is actually extremely significant.

Reasons for the staged completion is to expedite getting the traffic off the old highway by Sept. 30, 1989, to allow for final construction of the dam. The entire roadbed is being constructed at this time. The two westbound lanes and a truck climbing lane will be temporarily paved with asphalt. A subsequent contract will be awarded for final concrete paving of all four lanes. Delaying construction of the dam will drive the total project cost up. The Bureau of Reclamation is fully committed to full completion of the highway.

The Central Utah Project (CUP) is only required to construct the relocated road at its present standard. In the case of U.S. Highway 40, this would be a narrow two-lane road. In recognition of the traffic demands and long term plans of the state of Utah, the Bureau of Reclamation has agreed to provide a

road built to Interstate standard. This is being done with federal funds at no additional cost to CUP or the state of Utah.

Hopefully, those who are inconvenienced during the construction period will look forward to the long-term benefits of traveling U.S. 40 between Park City and Heber City.

New Span of U.S. Highway 40 To Be Open by Fall of 1989

Almost hidden away from the driving public, a major new piece of U.S. Highway 40 between Park City and Midway is taking shape as two construction companies cut and fill for a roadbed that must be built to skirt what will become Jordanelle Dam and reservoir.

The view from many points of the \$50 million highway will be nothing short of spectacular, both before the reservoir fills and after, engineers and observers agree. At one point, drivers will be able to see both Jordanelle and Deer Creek reservoirs.

Some 16 million cubic yards of earth are being moved as the road-builders aim to a Sept. 30, 1989, opening date that is locked in stone — or at least gravel.

"Traffic will be on it (by the deadline) even if it's only still gravel," vowed project engineer John Keyes.

Fall 1988

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The road has seemed 'hidden' because it perches on the west hillside away from view of travelers at lower elevations on U.S. 40 between the Park City turnoff (Utah 248) and the turnoff to Midway at the north end of the Heber Valley.

When completed, the highway will eventually meet Interstate standards, but until as late as 1992 it will have to be used as a wide, two-lane road. That's because the Bureau of Reclamation, which is footing the entire bill for the road and two companion highway links to Kamas, cannot get funding to complete the job by 1989. Central Utah Project water users will ultimately pay off the projects.

So all traffic will use the westbound lanes at first, while eastbound lanes are built, in concrete, to a full Interstate standard,

said Shirley Iverson, UDOT information officer.

Then, in 1990 or 1991, the westbound lanes will be covered with concrete and traffic allowed on it. Phased construction will enable traffic to use the project much sooner than if all lanes were completed before the road was opened, she said.

Meanwhile, the Utah Department of Transportation has opened bids to start construction on the third piece of a triangle-shaped loop of roads that will tie Heber City to Park City and Kamas, a role that Hailstone Junction has performed in the past.

The so-called "A" line highway will run along the south side of the reservoir's eastern arm, from about the Midway turnoff on U.S. 40 eastward to Francis.

Gilbert Western, Salt Lake City,

is apparent low bidder on that project at \$3,545,678, just a little above the UDOT estimate of \$3.2 million.

The project involves grading, fencing and irrigation structures on 4.9 miles of the link, from U.S. 40 east to Charcoal Canyon. Bids will be opened this month for work on another 2.9 miles, running into Francis, and later contracts will provide for paving. When complete, the new highway will provide a Kamas-Francis access to the Heber Valley with two 12-foot traffic lanes, six-foot shoulders and 11-foot climbing lanes in uphill areas.

For the main stretch of new U.S. 40, grades will not exceed six percent. Most grades will run four to five percent, engineers said.

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